

Intimations.

DAKIN BROS. OF CHINA, LIMITED.
DISPENSING CHEMISTS.
HOT WEATHER DRINKS.

DAKIN'S ACIDULATED FRUIT SYRUPS.
JARGONELLE PEAR,
LEMON,
MORELLA CHERRY,
PINEAPPLE,
RASPBERRY,
STRAWBERRY.

Mixed with plain or Aerated Water forms a Delicious Drink.
75 cents per quart bottle.
\$5 per dozen quarts.

DARIN'S LIME FRUIT CORDIAL, with Aerated Water makes a most refreshing thirst-quenching drink with a decided cooling effect upon the system thereby preventing prickly heat, boils, and other troubles of this class.
Per Quart bottle 50 cents.
Per dozen bottles 5.50 cents.

MONTERRAT LIME JUICE.
DAKIN BROS. OF CHINA, LIMITED.
(Telephone No. 60.)
Nos. 22 & 24, QUEEN'S ROAD CENTRAL,
Hongkong, 25th August, 1890.

WINES AND SPIRITS.

BY APPOINTMENT.
A. S. WATSON & CO., LD.
(ESTABLISHED A.D. 1847.)
HONGKONG.

WE invite attention to the following old lauded Brands, all of which are of excellent quality and good value for the money. The same being specially selected by our London House, and bought direct from the most noted Shippers, are imported in wood and bottled by ourselves, thus enabling us to supply the best goods at moderate prices.

In ordering it is only necessary to state the name and quantity of Wine or Spirit wanted, and initial letter for quality desired.
Orders through Local Post or by Telegram receive prompt attention.

PORTS. (For Invalids and general use.)

	Per Dozen	Per Bot.
A. Alto Douro, good quality, Green Capsule.....	10	1.00
B. Vintage, Superior quality, Red Capsule.....	12	1.10
C. Fine Old Vintage, superior quality, Black Seal Capsule.....	14	1.25
D. Very Fine Old Vintage, extra superior, Violet Capsule (Old Bottled).....	18	1.50
SHERRIES.		
A. Delicate Pale Dry, dinner wine, Green Capsule.....	6	0.60
B. Superior Pale Dry, dinner wine, Green Seal Capsule.....	7.50	0.75
C. Mazarin, White Capsule.....	10	1.00
CC. Superior Old Dry, Pale Natural Sherry, Red Seal Capsule.....	10	1.00
D. Very Superior Old Pale Dry, choice old wine, White Seal Capsule.....		
E. Extra Superior Old Pale Dry, very finest quality, Black Seal Capsule (Old Bottled).....	14	1.50

CLARETS.

	Per Dozen	Per Bot.
A. Superior Breakfast Claret, Red Capsule.....	4	0.40
B. St. Julien, Red Capsule.....	4.50	0.50
C. St. Julien, White Capsule.....	7.50	0.75
D. La Rose.....	11	1.20

BRANDY.

	Per Dozen	Per Bot.
A. Hennessy's Old Pale, Red Capsule.....	12	1.10
B. Superior Very Old Cognac, Red Capsule.....	14	1.25
C. Very Old Liqueur Cognac, Red Capsule.....	18	1.50
D. Hennessy's Finest Very Old Liqueur Cognac, 1874 Vintage, Red Capsule.....	24	2.00

SCOTCH WHISKY.

	Per Dozen	Per Bot.
A. Thorne's Blend, White Capsule.....	8	0.75
B. Watson's Glenorchy Mellow Blend, Black Capsule with Name and Trade Mark.....	8	0.75
C. Watson's Abernethy Blend, Red Capsule with Name and Trade Mark.....	8	0.75
D. Watson's H. K. D. Blend of the Finest Scotch Malt Whiskies, Violet Capsule.....	10	1.00
E. Watson's Very Old Liqueur Scotch Whisky, Gold Capsule.....	12	1.10

IRISH WHISKY.

	Per Dozen	Per Bot.
A. John Jameson's Old, Green Capsule.....	8	0.75
B. John Jameson's Fine Old, Green Capsule.....	10	1.00
C. John Jameson's Very Fine Old, Green Capsule.....	12	1.10
GENUINE BOURBON WHISKY.		
GENOLD, Red Capsule, with Name.....	10	1.00

GIN.

	Per Dozen	Per Bot.
A. Fine Old Tom, White Capsule.....	4.50	0.40
B. Fine Unsweetened, White Capsule.....	4.50	0.40
C. Fine A. V. H. Geneva.....	5.25	0.50

RUM.

	Per Dozen	Per Bot.
Finest Old Jamaica, Violet Capsule.....	12	1.00
Good Leeward Island.....	1.50	per Gallon.

LIQUEURS.

	Per Dozen	Per Bot.
Benedictine.....		
Maraschino.....		
Curacao.....		
Herring's Cherry Cordial.....		
Chartreuse.....		
Dr. Slegert's Angostura Bitters, &c.....		

DEATH.

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LOCAL AND GENERAL.

THE U.S.S. *Monocacy* left Shanghai on the 21st inst. for Kobe.

THE cargo that was salvaged from the wreck of the *Fuyue* has recently been disposed of at three auctions at Shanghai, for the total amount of a little over Tls. 60,000. The hull fetched Tls. 3,400.

A TELEGRAM was received here yesterday from Shanghai, stating that Messrs. Russell & Co.'s Filature Works, on the north side of the Sookchow Creek, had been burned down. Full details had not come to hand when we went to press.

SHARE business is once more on the boom. So far, so good. But in view of very recent and very bitter experiences, we might fairly throw a hint to sanguine speculators (most of whom are "dead broke") that "all that glitters is not gold."

THE Netherlands Indian Government has decided favourably upon an application made by Mr. G. M. Dare, on behalf of Mr. J. Guthrie Davidson, for permission to carry on mining operations in the district of Sekadou, in the Western Division of Borneo.

WITH reference to the dispute between the Chinese authorities and the U.S. Consul at Ningpo in connection with the Chinese theatre there which is under foreign protection, the *N. C. Daily News* learns that the matter has been referred to Peking. The Taotai notified his countrymen that he would not punish the actors if they performed, but also those who patronised the theatre.

SIXTEEN Japanese are under examination in Osaka in connection with a great forgery of Sanyo Railway scrip. Four of these were active accomplices in the crime, including the printer, the designer, and the engraver. They forged 600,000 yen worth of stock and raised on their limitation scrip yen 24,000, which they obtained from the Mitsui Bank as a loan. It has transpired that the engraver, for his share of the booty, received yen 50.

ANOTHER "average-looking ruffian" was "nailed" by Inspector Corcoran at Shau-ki-wai yesterday, and brought before Mr. Wodehouse at the Police Court this morning, charged with having "done his man to death" at Ngau Tau Kok, in Chinese territory, on the 24th ulto. Upon the application of the Inspector his Worship remanded the case until the 3rd proximo, to afford the Chinese authorities time to make a formal application for the culprit's rendition.

PUNJONS! When is Becher expected? Our mail news from London, we beg to inform the Board of Directors, is the reverse of satisfactory. The sooner a general meeting is called and a clean breast made of this most shameless of modern Far Eastern speculations, the better for all concerned. The Directors have just the reputation of being gentlemen and honorable members of the stock exchange, and their reputations they must act promptly and decisively. If they lose their opportunity, they will regret it.

A BANGKOK contemporary says—Another small steamer, a new boat, named the *Hongkong*, arrived here from Hongkong the other day, and is now lying off Phyra Smut's landing. She is intended for river trade on the Meinam, and was brought over by Captain Speechly, the well-known old Canton pilot. We hear that still another small steamer, of like dimensions, is shortly expected from Hongkong, so that our neighbours across the water seem to be doing a brisk trade in small steamers, for this part of the world.

We don't know exactly when the new steamer under Chinese auspices (including Mr. Harry Wickham, who, by the way, is not Chinese) will be started as a night boat on the Hongkong-Canton route; but she is very rapidly approaching completion at Kowloon, and her advent can only be a question of weeks. The report, current for some days past, is quite true that a contract is being fixed up between wealthy Chinese and a well-known local shipbuilding firm (Messrs. A. G. Gordon & Co.), to construct a new steamer to run between Hongkong and Macao.

Less wonder will be felt at the continuance of sickness in Shanghai, says the *N. C. Daily News*, of the fact that it is known that there are at the present time some 1,800 unburied corpses, many of them those of victims of cholera, stacked at the Ningpo joss-house, between the French Concession and the City wall. Whatever precautions may be taken, there must always be some drainage from these coffins which, sooner or later, finds its way into the river. We do not know if the French Municipal Council is making any efforts to abate this continuing danger to the native as well as the foreign community.

JOURNALISM in Japan is not all joy. The *Nagasaki Express* says—On the strength of a statement in the *Japan Daily Mail* of the 18th inst., referring to the nationality of the late Mrs. Schreiner, or rather Rodgers, who, together with her daughter, died of cholera at Kobe recently, we were last week inadvertently led into committing the enormous error of stating that she was by birth a Japanese, for which we were the same afternoon punished with a vengeance by a broken head, at a cost to the breaker, M. H. Cook, of twenty-five dollars gold and the usual very moderate fees of the U. S. Consular Court.

THE state of Peking, says the *Chinese Times*, is improving under the influence of fine weather; the water in the streets is slowly subsiding, and the black slush at the fringe is being converted into dust. The raised causeway in the centre of the main streets is now dry and passable for carts, but the streets are still full of water and so are all the smaller streets, while the open spaces are standing lakes. The dilapidation of the houses is something terrible, the whole place having more the aspect of a bombarded city than anything else; and the privacy of the courtyards, which the people take such trouble to secure, for the time being, completely goes, owing to the destruction of walls.

A CANADIAN contemporary thus explains the temporary war of rates between the American shipping companies which occurred last month:—San Francisco, July 26th—George H. Rice, traffic manager of the Pacific Mail Company, arrived here from Victoria yesterday. At that port he established R. P. Rickett & Co. as the Company's northern agents. "War will begin at once," he said. "We have declined the Canadian Pacific's ultimatum of a \$10,000 monthly bonus to keep them out of San Francisco, and hereafter their company's boats will put in at Victoria, both going and coming. At present, for lack of facilities at Victoria, we shall dock at Esquimalt, but it is only three miles by rail from Victoria, and the difference is scarcely appreciable.—Mr. Rice stated that his sole business in Victoria was the establishment of the agency, and that he had had no final conference with the Canadian Pacific people, and consequently could not state their probable line of action.

WE shall have something to say regarding the forthcoming election for the Legislative Council in our next issue.

WE are always willing when we do anybody an injustice to frankly and fairly acknowledge it. In our Monday's issue we did Mr. Silberman, the proprietor of the "Land we live in" Hotel, a gross injustice. Our Police Court man did not merely inaccurately report what took place in one of those ordinary "assault and drunk" cases which are unworthy of notice, but he went so far as to describe Mr. Silberman's house as a "rum-shanty." We cannot find any justification for this. "The Land we live in" is not quite up to the Hongkong Hotel standard, is a very comfortable and admirably conducted inn, where visitors can rely on the best of treatment. The present proprietor has been running the place for about five years, and there is no more deservedly popular hostelry in the colony of Hongkong. Our Police Court reporter has a deal to answer for.

SAYS the *Foochow Echo*:—In consequence of the numerous failures amongst money-changers, who issued paper notes of the value of 100-cash each, the Chinese high authorities have wisely taken the step of putting a stop to the issue of such, and to replace them have imported some 300,000 worth of 100-cash silver pieces from Canton. The native banks were lavished since the 18th instant to receive the quantity they may require from the Treasury in exchange for Mexican dollars, which can be paid by instalments. The bankers, who have already seen the silver pieces, have objected to those minted in Canton, on the ground that they contain too much alloy, but would be glad to take those that come from the mint of England. We venture to say that the bankers will have to take the silver pieces, whether they are good or not, as they have no voice in the matter, and they in turn must squeeze the people in exchange. In the same manner as the banks used to do in buying and selling notes. This first supply of 300,000 value of these small coins is altogether inadequate to the demand.

AN officious correspondent, who ought to have known better, directs our attention to the astounding fact that Mr. George Murray Bain, the self-admitted "Malden Libeller," had something to say at the recent meeting of the Hongkong and Whampoa Dock Company. The Editor of the *Telegraph* has been absent from the colony, off and on, for about two months—and in some what poor trim, it must be confessed—but he was not likely to miss the significant fact of Mr. Murray Bain getting up on his hind-legs and airing his views at a semi-public meeting. And he hasn't. Mr. Murray Bain made a thundering ass of himself—according to our lights, anyhow—in the witness box at the Supreme Court only a few months ago, but the amorous vagaries of the Jerusalem charger are nothing to his lamentable exhibition last Monday. Mr. Murray Bain is such a unique specimen of the *genus* shareholder that we propose devoting a leading article to his special glorification, which, we are quite sure, will afford him and his friends and admirers the most profound gratification.

The following statistics of the tea business transacted in Hongkong from the 4th to the 18th inst., are published by the Chamber of Commerce of that port:—

	1890.	1889.
Shipments to Shanghai.....	all 1-Chests.	7,000 1-Chests.
Shipments to Hongkong.....	5,500	5,700
Native account.....	5,500	5,700

	1890.	1889.
HANKOW TEA.		
Shipments to Shanghai.....	405,000 1-Chests.	554,750 1-Chests.
Shipments to Hongkong.....	48,000	60,000
Stock.....	55,000	111,000
Arrivals.....	508,000	725,750

	1890.	1889.
KIUMING TEA.		
Shipments to Shanghai.....	377,000 1-Chests.	504,450 1-Chests.
Shipments to Hongkong.....	12,000	47,000
Stock, nominal.....	5,800	11,000
Arrivals.....	389,800	562,450

The entire business to date as compared with the corresponding circular last year is as under:—

	1890.	1889.
For London & America.....	978,500 1-Chests.	971,000 1-Chests.
" Russia.....	354,000	354,000
" Japan.....	828,000	828,000

ON Monday afternoon there was quite a celebration on board the "Marina," that admirable floating hotel which has already secured the support of a very considerable number of Hongkong residents. His Excellency the Administrator, the Hon. Francis Fleming, C.M.G., had promised to hold a reception on board this local sanitarium, and from about 5 o'clock until 6.15 the representatives of British majesty, with that hard-and-fast courtesy which is rapidly making Mr. Fleming a most popular official, held high wassail amongst the rank and file of Hongkong's struggling thousands. The drones of the colony did not show up; they never do unless at a so-called fashionable "function," where state champagne-cup and insipid asses of the male gender predominate. However, Mr. Fleming went over the "Marina," made a careful inspection of the vessel throughout, and expressed his approval of and satisfaction with all he saw. There were hundreds of visitors on board during the afternoon—and evening, and quite a large party sat down to dinner on the spacious upper deck, where the cool breezes greatly contributed towards a most pleasant evening. The "Marina" is certainly a great success.

WHAT may be termed the sequel to the accident in Osaka, when a vessel whilst being launched capsized and several persons were drowned, has not yet found its way into print. The *Hyogo News* has it from a foreign eye-witness of the occurrence, and it forms an interesting illustration of Japanese ways and customs. To commence with, it appears to have been a foregone conclusion that nothing but ill-fortune could be expected to attend the career of a vessel launched under such circumstances. Arrangements were therefore made to destroy her in a fashion befitting the occasion. On the day chosen the street in which the shipbuilding yard is situated was lighted with lamps, and a huge fire was made of the vessel's dock-houses, which had been taken off her for the purpose, and to make the destruction more utter, every plank and piece of wood which had been set apart for the vessel was piled up and also burned. Finally, the hull was towed out to beyond Tempore and there set on fire and sunk. By these proceedings a two-fold purpose was doubtless achieved—the smoke from the burning vessel might be regarded as a sweet incense to the nostrils of those who had met their death on board her, and it was also a propitiatory offering to the god to whose negligence or anger the accident in the first place might be attributed. We wouldn't mind giving a handsome prize to any photographer of Chadwell or Murray Bain to any gents who can tell us plainly what all this stuff means.

THE Superintendent of the P. & O. S. N. Co. courteously informs us that the steamship *Ganges*, with the next English mail, left Singapore for this port at 5.30 a.m. to-day.

THE steamship *Teuter*, of the Blue-funnel line, having brought up three engineers from Singapore to take the place of those who left the *Hemmon* owing to the agents' refusal to pay them the coast wages (they were previously on Singapore pay), the engineers locally employed are indignant. It is said, because they consider the *Hemmon* a "coaster," owing to the fact that she runs between Hongkong and Borneo. The matter has, we hear, been referred to the Engineer's Institute at Shanghai, with a view to giving the questions at issue full publicity amongst those directly interested; meanwhile the *British Engineers* who have "gone out" of the *Hemmon*, meet with the warm sympathy of their fellows in this port. As far as we can gather, the case is likely to hasten the establishment in Hongkong of the Engineers' Association, which for some months past has been gradually, though silently, developing itself.

We have given many instances of English as she is spoke, but the *Japan Herald* cites the latest of its kind:—

Dear Master,
I will not tell you for a long time. How is Misses and your health. Before first time I was a small boy in your office. But second time, I was a small boy in your house, which went by Misses word and after two month I have very, very sick. Therefore I put back my friends in your house. A length I went back to my home. But I heard that he returned to his home. Who is instead of it, now? I don't know. I heard that you will want a boy in your office, in yesterday.
If you want a boy in your office, I will beg to go back to your office, again.
I thank you. Thank you. I will beg.
Your answer by this letter I hope to tell for miser—
Now I have no business. Of course I must play every day. Now I will beg to you.
I suppose that you will be very difficult and laugh to read my letter because I do not turn so many Grammer. Before I was called Chaisie in your house. But my name is Oyama.
Before your small boy.

A TELEGRAM was received in Singapore on the 18th inst. from Bangkok saying that Mr. McGregor, the manager of the Siam Goldfields, had been acquitted. The trial lasted from 10 a.m. to midnight. The charge against Mr. McGregor, well known in Hongkong, as the brother of Mr. Cameron, the famous war correspondent of the *London Standard* who was killed in Egypt, was one of manslaughter, and it arose out of an occurrence in June 1889. It was alleged that a Chinaman, who was employed as a blacksmith at the mines, quarrelled with his wife, and that they were engaged in some sort of a struggle when McGregor interfered and struck the Chinaman, knocking him down. Afterwards, as the Chinaman would not get up, or for some other reason, Mr. McGregor, it was said, took a piece of bamboo and again struck him several times on the neck, and almost immediately afterwards the man died. The defence of the accused, we presume, was that he interfered for a necessary purpose, and did not use more force than appeared at the time necessary to effect that purpose. The accused was defended by Mr. Everett (of the firm of Joaquim and Everett) who had gone specially from Singapore to Bangkok to attend to the case.

THE old Steelbacks can still shoot. Their team competed with the Singapore Rifle Association on the 16th inst., and although Mr. D. Maw put in 99 out of a possible 105 at the three ranges for the civilians—beating the home record, even—the military won. The scores may interest the many friends they left here.

	100	200	300	400	500	600	Total.
S. R. A.							
D. Maw.....	33	33	33	33	33	33	198
R. Dunning.....	33	33	33	33	33	33	198
W. Murray.....	33	33	33	33	33	33	198
St. Drum Major.....	33	33	33	33	33	33	198
W. O. St. Clair.....	33	33	33	33	33	33	198
A. D. Lamont.....	33	33	33	33	33	33	198
A. Mackay.....	33	33	33	33	33	33	198
Average 8 1/2 Total.....	655						

WHELOCK & Co.'s Freight Market Report, dated Shanghai, 22nd August, says:—Our freight market report for the fortnight under review must, in a great measure, be a mere repetition of the remarks contained in our last of the 8th inst.; with the exception of a decline in New York rates, there has been no change. For London very little cargo is going forward and the steamers continue to leave with little or no cargo available for the Southern ports. For Newchwang to Amoy or Swatow there is still a slight demand for a small steamer, but at the rate offered business is not likely to result; several steamers have been taken up at 15 and 18 cents per picul, but the demand now has almost finished. Chefoo-Amoy—16 cents has been offered for a small craft but we have heard of no settlement. Nagasaki-Shanghai—rates are on the downward track, as ample tonnage can be procured. The British ship *Londrums* has cleared for Hakodadi to load sulphur for New York under charter effected here. For London, old usual ports of call and Suez Canal—The berth at present is occupied by the *Malla* and *Holt's* present booking cargo at 35s. per ton, and *Holt's* steamship *Anchor* is advertised for dispatch on the 29th instant. The Mutual Co's steamship *Piquary* is due from Japan on the 24th instant, when she will load at above rate. For New York, via usual ports of call and Suez Canal—The *Euphrates* left here on the 18th instant with all her allotted space taken up, place being taken by the steamship *Bentley*, which is now booking at the reduced rate of 35s. per ton, and will arrive this afternoon; plenty of cargo will go forward by this craft, as she booked a considerable quantity some time ago at a private rate. Departures for London via Foochow and Suez Canal—The steamship *Atax* 6th instant; steamship *Pahling* 9th instant; steamship *Palmurus* 13th instant. Departures for New York via Suez Canal—The steamship *Brady*, via Amoy 7th instant; steamship *Euphrates*, via Foochow and Amoy 15th instant. Quotations are:—Newchwang to Amoy, 20 Mex. cents per picul, nominal. Nagasaki to Shanghai, \$1.20 per ton of coal net, for both steamers and sailing vessels. Settlements during the fortnight:—*Londrums*, British ship, 1,436 tons register, Hakodadi to New York, \$5 gold per ton, sulphur. *Nancy Pendleton*, American ship, 1,385 tons register, Shanghai and Hongkong to New York; private terms. *Lye-moon*, German steamer, Nagasaki to Shanghai, \$1.20 per ton coal. *Dryad*, British ship, 1,216 tons register, *Rothenberg*, British ship, 1,216 tons register, *Tian*, American ship, 1,170 tons register.

THE officers of the Customs who are to form the outdoor staff at Chungking consist of a Tide-surveyor, a Chief Examiner, and two tide-waiters. Mr. Lovatt, of Kluang, is the first, Mr. Stebbins, of Tientsin, the second, and the other officers go from Chinkiang.

THE last *Foochow Echo* bursts into song as follows:—

I hear thee speak of a happy band,
Who yearly sail to the "Flowery land"
Mother, oh, who can those "swallows" be
Who journey so far over land and sea?
Are they merchants, who only go out to buy
Of the poor Chinese, out of charity
And spend their dollars so lavishly?
Not quite, not quite, my child.
Are the profits great, oh, mother dear,
On the season's business year by year?
For once again you say they have gone,
And losses they cannot live upon,
Are the seas at good as they used to be,
Or are they of better quality?
And is China all prosperity?
Not quite, not quite, my child.
Is it far away on the river Min—
At Foochow—where they grow those teas so
Which are shipped as choice, and we all decide
Are only "choice" on the chest—outside?
If that is so, then, my mother dear,
Those "swallows" had better fly, I fear,
To some other port—with trade less queer.
Quite right, quite right, my child.

NINE Chinese junk-men, charged with attacking the *Wing Hing* junk while on a voyage from Hongkong, near Haiphong, to Hongkong, and practically stealing thereon 82 pigs, and also with grievously wounding one of the crew of the junk, as well as killing a passenger travelling with her to Hongkong, were brought before Mr. Wodehouse at the Police Court this morning, on remand. Mr. Hastings, of Messrs. Wotton and Deacon's office, appeared for the defence of a Shaikwan butcher who was charged with being the receiver of several of the pirated pigs. Prior to the opening of the proceedings in Court the crew of the junk were taken to the Gaol, when some of them identified four out of the nine accused men as members of the piratical gang that attacked their vessel. The wounded sailor, who was brought up to Court in a chair, unhesitatingly identified one of the men, Chan Awoy, master of the junk, said that on the 30th day of the sixth moon he left Chung-sha in his three-masted junk for Hongkong, with a crew of six men and seven passengers. His cargo consisted of 120 picul of garlic and 97 pigs. The pigs were worth Tls. 5.80 and had a private mark on them, as well as the character "cheung," both in red. These marks were put on the head and body of each pig. They were consigned to the Kwong Ki Lung shop here, as also was the whole cargo of garlic. When he got as far as Fukien Head, at about 8 o'clock in the morning of the second day out, (16th August), he saw two small boats coming towards them from the Fukien village, which he took to be fishing boats. When they were about fifty yards off, witness saw men in the bows of each boat take out revolvers and point them at him. Shortly afterwards they fired, and hit a passenger, who fell into the water and was drowned. At the same time another boat, one of the crew, the two accompanying boats then came alongside, and their crew boarded witness's junk and drove "all hands" below deck, covered over the hatches, and took possession, setting sail and steering her as they pleased, and finally coming to anchor at Ching Wan, where they took over eighty pigs ashore. A few piculs of the garlic were also taken by the pirates. Witness, with all his crew and passengers, was kept in the hold of the junk until the next evening, when one of his men, noting that all was quiet, went on deck and found no one about. Then they all followed, and next morning set sail for Shaikwan, where they arrived on the 20th inst.—At this juncture the case was adjourned until Thursday morning.

THE *Peking Gazette* of the 20th ulto. publishes a lengthy memorial from the high authorities of the Canton province, reporting the trial of a petty expectant official named Wang Shou-ling and several of his confederates for various acts of extortion and wrongful imprisonment, committed under cover of a fictitious and self-assumed authority. The following is a brief summary of the case:—In 1887 Wang Shou-ling made an offer to an acquaintance of his named Cheng Jui-fan, who was connected with the police force, to render aid gratuitously in the arrest of criminals, on condition that he should in due course be recommended by his friend for promotion. Being short-handed at the time, Cheng accepted this offer, and Wang then assumed the title of Assistant Deputy and got two of his friends to join him in the enterprise. As, however, they had no funds to start with, the three privately arranged amongst themselves that only in serious cases should any criminals be might capture be handed over to justice, all minor offenders being released on payment of a "fine." A number of bravos were hired and the necessary arrangements made for the conduct of operations on shore, and having engaged a boat and crew, Wang Shou-ling proceeded to patrol the coast in the neighbourhood of Macao. His first performance was the seizure of an honest and unoffending fisherman whom he knew to be well off, and anxious to avoid getting into trouble. Having arrested this man on a charge of piracy, Wang threatened to send him to the authorities at Canton unless he paid the sum of \$1,000; but was finally induced to accept \$100 as a fine instant payment, and let him go. "Now Wang" after having heard of a dispute between two land-owners in the Hsiangshan district, close to the coast, Wang professed to suspect piratical doings and accordingly proceeded thither to investigate the matter. In the end two men were arrested and handed over to Cheng Jui-fan, who, ignorant of the fact that they had been apprehended on a totally unfounded charge, detained them in custody at Canton. In a third case a native of Hsiangshan was seized on a groundless accusation of abducting a woman, but whilst he was being forwarded to the provincial capital the authorities got wind of Wang's proceedings and caused him and his confederates to be arrested and brought to trial. As some of these had been at Canton the whole time, it was not easy to prove their complicity in the affair, but in the end the facts above related were admitted by all the accused.

LATE TELEGRAMS.

LONDON, August 3rd.
Turkey has imposed quarantine at all ports for periods ranging from ten to fifteen days on arrivals from Red Sea and Mediterranean ports. The Emperor William arrived at Ostend yesterday, and was received by all the important diplomatic, naval, and military officials. The reception accorded the Kaiser by the public, however, was undemonstrative.

August 4th.
The Emperor William arrived off Dover this evening. The German Emperor landed at Cowes this morning, and was met by large crowds of persons who greeted him enthusiastically. The Emperor declared himself delighted to revisit England.

The Queen met her Imperial guest at Osborne, receiving him with the utmost cordiality. In the House of Commons this evening, Sir John Gorst denied that any promise to the effect that his life would be spared was held out to the dacoit Yunyan, to induce him to surrender. Four hundred deaths are reported to have occurred on Saturday last from cholera at Mecca.

CONSTANTINOPLE, August 4th.
Turkey has summoned her Reserves in order to reinforce the garrisons in Armenia.

LONDON, August 5th.
In the House of Commons this afternoon Mr. W. H. Smith announced that the Government had been reluctantly compelled to abandon the Indian Councils Bill.

6th August.
The number of deaths reported to have occurred at Mecca from cholera on Sunday was two hundred and fifty.

The number of deaths on Monday is stated at four hundred.

A Buenos Ayres telegram states that, on President Dr. Celman resigning, public confidence is fully restored.

7th August.
The deaths from cholera at Mecca yesterday numbered three hundred.

ARCADES AMBO.

IN ENGLAND:

I've still a year of leave to spend—
I wish I knew the reason why.
I ever struggle to reply.
For two—I know a quishing friend
Told me the griefs we exiles bore
Were all repaid on England's shore.

Perhaps my liver isn't what
It used to be in youth's days;
Perhaps the time of half-pay's
A deal too short—it matters not;
I've had enough of leave and play,
Give me back harness, and Cathay!

Ah, China! I send one sunny day
To cheer you in this land of fog;
One day, that I may wear the togs
I bought to don last year in May.
I swear this wretched, ceaseless rain
Is playing havoc with my brain.

Mild-eyed Ah Sin! how very small
Thy biggest squalls now appear,
When contemplating them from here,
Where "tips" are clamoured for by all;
Thine absence is a frequent pain;
I love thee more than Mary Jane!

Ah, couldst thou see my palms, my woes,
Whence I face the needed sud,
Couldst thou mark me brush the mud
From buttonless, untidy clothes;
Couldst thou observe me brewing tea,
Celestial, thou wouldst pity me!

And then the senseless galling yoke
That British matrons have agreed
To place upon the sootling weed—
The way I'm pestered when I smoke,
Prompts me to take my pipe and book
And pass my mornings with the cook.

It irritates me, too, to think
That I must carry coin about,
And when I buy things, pay it out
Upon the scurrier counter's brink.
Better the shroff till *lai-pai* bust
Than such an utter lack of trust.

Another thing that tends to rile
A man who thinks he really knows
True comfort, is the way his clothes
Have got to be the latest style.
Take my top-hat, my patent boots,
And let me wear my flannel suits!

No, give me back the shining Eels,
The cool of my verandah shade,
The little comforts that have made
Me such an idle, lousy beast.
England, keep on; no doubt thy way
Is right—but give me back Cathay.

"Tung Chia" in *Chinese Times*.

NORTH BORNEO NEWS.

The English press, while considering that the annexation of the Limbang by the Rajah of Sarawak may possibly be allowed by the Imperial Government, are of opinion that the step taken by the Rajah was very abrupt one, and infer that it is only to be explained by the Rajah having some understanding on the subject with the Foreign Office. The Rajah's action in the matter was taken soon after his return from England from a trip on "purely private affairs," as the *Sarawak Gazette* stated to be the object of his trip home. We notice Sir George Campbell asked a question in the House of Commons on the subject the other day and received the usual stereotyped answer that Her Majesty's Government were not as yet in possession of the full details of the case.

If the action of Rajah Brooke is upheld the matter will afford subject for discussion as to the rights of Protected States, and their legal powers, or otherwise, to annex each other's territory, without reference to their Imperial Soverain. The article in the *London and China Express* also raises a point that is of vital interest to Sarawak, namely the question of the future of the State when Sir Charles Brooke is no longer at the head of the Government.

Captain E. A. Burnett, left Sandakan for the Upper Kinabatangan on Wednesday June 16th last, with a detachment of police to enquire into some recent disturbances in the neighbourhood of Penang near which station Sergeant Bungin and two Dyak Constables have been killed by the men of one of the tribes in that region. Sergeant Bungin will be a great loss to the Force, he having been stationed at Penang for a considerable time and had a thorough knowledge of the country and people of the district. Mr. A. R. Dunlop accompanies the force as Civil Officer, and Capt. C. F. Davidson, 1st Grenadier and Sutherland Highlanders, joined the party as a volunteer. The party left in the new Government steam launch *Osprey*.

The late Sergeant Bungin, when travelling in the upper Kinabatangan district, recently recovered two waterproof bags, the property of the late Mr. Franz Xavier Witt, who was murdered by the Sepulchre, near the head of the Sibico, in the year 1882. These interesting relics, which are in a good state of preservation, have been placed in the Sandakan Museum by Mr. H. K. Sturdee, the Honorary Curator. H.M.S. *Wanderer*, Captain Gifford, has been busy surveying the Bay and the track to it from Sandakan. The position of the Nymph shoal as marked on the Admiralty chart was verified, and when this is ascertained it is believed that a great advantage to local traders who have hitherto always been obliged to pass this spot by daylight. If there were a light on this with about two miles along the coast, the whole distance could be travelled by day or by night in equal safety. In Darvel Bay itself the positions of the reef known as the Lella Rock was accurately ascertained and has been beacons; as have several other patches of coral reef lying in or near to the fairway which might be a source of danger to large ships.

A few of the estates are behindhand again this year which is most unfortunate for their prospects; for although the season is admirable for planting the daily showers we have been having for the last few weeks render burning off the felled timber a most hopeless and expensive task. Everyone ought to know by this time that the ground ought to be ready for planting out by 1st April, if the crop and the shareholders are to have a fair chance.

The China-Borneo company's saw-mills are in full swing, turning out large logs, some of them 37 feet long, for the reconstruction of the Temple of Heaven, Peking. Camphor wood of fine quality is being employed for this purpose. A deposit of coal is reported from the Muna Coal Mines. It is said that the Central Borneo Company, Limited, will soon be in a position to supply coal at Labuan and at the mines.

Mr. F. Houghton of Sydney, New South Wales, has secured a concession to work gold in Celebes, and is on his way to Australia to form a Company for working the ground. He reports having obtained good specimens of both quartz and alluvial gold, the reefs being in a blue slate country.—*Herald*.

CHINA COAST METEOROLOGICAL REGISTER.

26th August, 1890.—At 4 p.m.

STATION.	Barometer.	Thermometer.	Humidity.	Wind.	Direction.	Force.	State of Sky.	Remarks.
Wanchow.	30.80	73	73	SE	1	1	Cloudy	
Taipei.	30.80	73	73	SE	1	1	Cloudy	
Shanghai.	30.80	73	73	SE	1	1	Cloudy	
Amoy.	30.80	73	73	SE	1	1	Cloudy	
Swatow.	30.80	73	73	SE	1	1	Cloudy	
Hongkong.	30.80	73	73	SE	1	1	Cloudy	
Victoria.	30.80	73	73	SE	1	1	Cloudy	
Canter.	30.80	73	73	SE	1	1	Cloudy	
Macao.	30.80	73	73	SE	1	1	Cloudy	
Holow.	30.80	73	73	SE	1	1	Cloudy	
Amoy.	30.80	73	73	SE	1	1	Cloudy	
Amoy.	30.80	73	73	SE	1	1	Cloudy	
Amoy.	30.80	73	73	SE	1	1	Cloudy	
Amoy.	30.80	73	73	SE	1	1	Cloudy	

27th August, 1890.—At 10 a.m.

STATION.	Barometer.	Thermometer.	Humidity.	Wind.	Direction.	Force.	State of Sky.	Remarks.
Wanchow.	30.80	73	73	SE	1	1	Cloudy	
Taipei.	30.80	73	73	SE	1	1	Cloudy	
Shanghai.	30.80	73	73	SE	1	1	Cloudy	
Amoy.	30.80	73	73	SE	1	1	Cloudy	
Swatow.	30.80	73	73	SE	1	1	Cloudy	
Hongkong.	30.80	73	73	SE	1	1	Cloudy	
Victoria.	30.80	73	73	SE	1	1	Cloudy	
Canter.	30.80	73	73	SE	1	1	Cloudy	
Macao.	30.80	73	73	SE	1	1	Cloudy	
Holow.	30.80	73	73	SE	1	1	Cloudy	
Amoy.	30.80	73	73	SE	1	1	Cloudy	
Amoy.	30.80	73	73	SE	1	1	Cloudy	
Amoy.	30.80	73	73	SE	1	1	Cloudy	
Amoy.	30.80	73	73	SE	1	1	Cloudy	

The barometer is beginning to fall. Gridlines are slight. Cloudy and rather warm weather prevails, and rain may be expected as well as thunderstorms in some places.

1.—Barometer reduced to level of the sea in inches, tenths and hundredths. 2.—Temperature in the shade in degrees Fahrenheit. 3.—Humidity in percentage of saturation, the humidity of air assumed with moisture being 100. 4.—Direction of the wind in degrees. 5.—Force of the wind according to Beaufort scale. 6.—State of the weather. 7.—Blue sky, 8.—Discharged clouds, 9.—Drizzling rain, 10.—Fog, 11.—Fog, 12.—Lightning, 13.—Overcast, 14.—Passing showers, 15.—Squally, 16.—Rain, 17.—Snow, 18.—Thunder, 19.—Visibility, 20.—Dew wet, 21.—Rain in inches, tenths and hundredths.

Hongkong Observatory, 27th August, 1890.

HONGKONG TEMPERATURE.

Barometer—3 p.m.	30.80	Thermometer—3 p.m.	73	Thermometer—3 p.m.	73	Thermometer—3 p.m.	73	Thermometer—3 p.m.	73
Barometer—4 p.m.	30.80	Thermometer—4 p.m.	73	Thermometer—4 p.m.	73	Thermometer—4 p.m.	73	Thermometer—4 p.m.	73
Barometer—5 p.m.	30.80	Thermometer—5 p.m.	73	Thermometer—5 p.m.	73	Thermometer—5 p.m.	73	Thermometer—5 p.m.	73
Barometer—6 p.m.	30.80	Thermometer—6 p.m.	73	Thermometer—6 p.m.	73	Thermometer—6 p.m.	73	Thermometer—6 p.m.	73
Barometer—7 p.m.	30.80	Thermometer—7 p.m.	73	Thermometer—7 p.m.	73	Thermometer—7 p.m.	73	Thermometer—7 p.m.	73
Barometer—8 p.m.	30.80	Thermometer—8 p.m.	73	Thermometer—8 p.m.	73	Thermometer—8 p.m.	73	Thermometer—8 p.m.	73
Barometer—9 p.m.	30.80	Thermometer—9 p.m.	73	Thermometer—9 p.m.	73	Thermometer—9 p.m.	73	Thermometer—9 p.m.	73
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Barometer—5 p.m.	30.80	Thermometer—5 p.m.	73	Thermometer—5 p.m.	73	Thermometer—5 p.m.	73	Thermometer—5 p.m.	73
Barometer—6 p.m.	30.80	Thermometer—6 p.m.	73	Thermometer—6 p.m.	73	Thermometer—6 p.m.	73	Thermometer—6 p.m.	73
Barometer—7 p.m.	30.80	Thermometer—7 p.m.	73	Thermometer—7 p.m.	73	Thermometer—7 p.m.	73	Thermometer—7 p.m.	73
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Barometer—12 p.m.	30.80	Thermometer—12 p.m.	73	Thermometer—12 p.m.	73	Thermometer—12 p.m.	73	Thermometer—12 p.m.	73
Barometer—1 p.m.	30.80	Thermometer—1 p.m.	73	Thermometer—1 p.m.	73	Thermometer—1 p.m.	73	Thermometer—1 p.m.	73
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Barometer—3 p.m.	30.80	Thermometer—3 p.m.	73	Thermometer—3 p.m.	73	Thermometer—3 p.m.	73	Thermometer—3 p.m.	73
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Barometer—11 p.m.	30.80	Thermometer—11 p.m.	73	Thermometer—11 p.m.	73	Thermometer—11 p.m.	73	Thermometer—11 p.m.	73
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Barometer—11 p.m.	30.80	Thermometer—11 p.m.	73	Thermometer—11 p.m.	73	Thermometer—11 p.m.	73	Thermometer—11 p.m.	73
Barometer—12 p.m.	30.80	Thermometer—12 p.m.	73	Thermometer—12 p.m.	73	Thermometer—12 p.m.	73	Thermometer—12 p.m.	73
Barometer—1 p.m.	30.80	Thermometer—1 p.m.	73	Thermometer—1 p.m.	73	Thermometer—1 p.m.	73	Thermometer—1 p.m.	73
Barometer—2 p.m.	30.80	Thermometer—2 p.m.	73	Thermometer—2 p.m.	73	Thermometer—2 p.m.	73	Thermometer—2 p.m.	73
Barometer—3 p.m.	30.80	Thermometer—3 p.m.	73	Thermometer—3 p.m.	73	Thermometer—3 p.m.	73	Thermometer—3 p.m.	73
Barometer—4 p.m.	30.80	Thermometer—4 p.m.	73	Thermometer—4 p.m.	73	Thermometer—4 p.m.	73	Thermometer—4 p.m.	73
Barometer—5 p.m.	30.80	Thermometer—5 p.m.	73	Thermometer—5 p.m.	73	Thermometer—5 p.m.	73	Thermometer—5 p.m.	73
Barometer—6 p.m.	30.80	Thermometer—6 p.m.	73	Thermometer—6 p.m.	73	Thermometer—6 p.m.	73	Thermometer—6 p.m.	73
Barometer—7 p.m.	30.80	Thermometer—7 p.m.	73	Thermometer—7 p.m.	73	Thermometer—7 p.m.	73	Thermometer—7 p.m.	73
Barometer—8 p.m.	30.80	Thermometer—8 p.m.	73	Thermometer—8 p.m.	73	Thermometer—8 p.m.	73	Thermometer—8 p.m.	73
Barometer—9 p.m.	30.80	Thermometer—9 p.m.	73	Thermometer—9 p.m.	73	Thermometer—9 p.m.	73	Thermometer—9 p.m.	73
Barometer—10 p.m.	30.80	Thermometer—10 p.m.	73	Thermometer—10 p.m.	73	Thermometer—10 p.m.	73	Thermometer—10 p.m.	73
Barometer—11 p.m.	30.80	Thermometer—11 p.m.	73	Thermometer—11 p.m.	73	Thermometer—11 p.m.	73	Thermometer—11 p.m.	73
Barometer—12 p.m.	30.80	Thermometer—12 p.m.	73	Thermometer—12 p.m.	73	Thermometer—12 p.m.	73	Thermometer—12 p.m.	73
Barometer—1 p.m.	30.80	Thermometer—1 p.m.	73	Thermometer—1 p.m.	73	Thermometer—1 p.m.	73	Thermometer—1 p.m.	73
Barometer—2 p.m.	30.80	Thermometer—2 p.m.	73	Thermometer—2 p.m.	73	Thermometer—2 p.m.	73	Thermometer—2 p.m.	73
Barometer—3 p.m.	30.80	Thermometer—3 p.m.	73	Thermometer—3 p.m.	73	Thermometer—3 p.m.	73	Thermometer—3 p.m.	73
Barometer—4 p.m.	30.80	Thermometer—4 p.m.	73	Thermometer—4 p.m.	73	Thermometer—4 p.m.	73	Thermometer—4 p.m.	73
Barometer—5 p.m.	30.80	Thermometer—5 p.m.	73	Thermometer—5 p.m.	73	Thermometer—5 p.m.	73	Thermometer—5 p.m.	73
Barometer—6 p.m.	30.80	Thermometer—6 p.m.	73	Thermometer—6 p.m.	73	Thermometer—6 p.m.	73	Thermometer—6 p.m.	73
Barometer—7 p.m.	30.80	Thermometer—7 p.m.	73	Thermometer—7 p.m.	73	Thermometer—7 p.m.	73	Thermometer—7 p.m.	73
Barometer—8 p.m.	30.80	Thermometer—8 p.m.	73	Thermometer—8 p.m.	73	Thermometer—8 p.m.	73	Thermometer—8 p.m.	73
Barometer—9 p.m.	30.80	Thermometer—9 p.m.	73	Thermometer—9 p.m.	73	Thermometer—9 p.m.	73	Thermometer—9 p.m.	73
Barometer—10 p.m.	30.80	Thermometer—10 p.m.	73	Thermometer—10 p.m.	73	Thermometer—10 p.m.	73	Thermometer—10 p.m.	73
Barometer—11 p.m.	30.80	Thermometer—11 p.m.	73	Thermometer—11 p.m.	73	Thermometer—11 p.m.	73	Thermometer—11 p.m.	73
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Barometer—7 p.m.	30.80	Thermometer—7 p.m.	73	Thermometer—7 p.m.	73	Thermometer—7 p.m.	73	Thermometer—7 p.m.	73
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Barometer—11 p.m.	30.80	Thermometer—11 p.m.	73	Thermometer—11 p.m.	73	Thermometer—11 p.m.	73	Thermometer—11 p.m.	73
Barometer—12 p.m.	30.80	Thermometer—12 p.m.	73	Thermometer—12 p.m.	73	Thermometer—12 p.m.	73	Thermometer—12 p.m.	73
Barometer—1 p.m.	30.80	Thermometer—1 p.m.	73	Thermometer—1 p.m.	73	Thermometer—1 p.m.			

Commercial.

CLOSING QUOTATIONS.
 Hongkong and Shanghai Bank, 232 per cent.
 Union Insurance Society of Canton—\$102 per share, buyers.
 China Traders' Insurance Company—\$71 per share, buyers.
 North China Insurance—Tls. 340 per share, sellers.
 Canton Insurance Company Limited—\$111 per share, buyers.
 Vanquize Insurance Association—Tls. 70 per share, buyers.
 On Tai Insurance Company, Limited—Tls. 150 per share.
 Hongkong Fire Insurance Company—\$357 per share, buyers.
 China Fire Insurance Company—\$90 per share, buyers.
 Hongkong and Whampoa Dock Company—\$72 per cent. premium, ex div., sales and buyers.
 Hongkong, Canton, and Macao Steamboat Co.—\$39 per share, sellers.
 China and Manila Steam Ship Company—118 per share, buyers.
 Hongkong Gas Company—\$135 per share, sellers.
 Hongkong Hotel Company—\$180 per share, sellers.
 Hongkong Hotel Co.'s Six per cent. Debentures—\$501.
 Indo-China Steam Navigation Company, Limited—25 per cent. discount, buyers.
 Douglas Steamship Company—\$55 per share, sellers.
 China Sugar Refining Company, Limited—\$182 per share, ex div., sales and buyers.
 Luen Sugar Refining Company, Limited—\$117 per share, ex div., sellers.
 Hongkong Ice Company—\$101 per share, sellers.
 Hongkong and China Bakery Company, Limited—\$80 per share.
 Hongkong Dairy Farm Co., Limited—\$10 per share, sellers.
 A. S. Watson & Co., Limited—\$24 per share, sales and buyers.
 Chinese Imperial Loan of 1884 B—21 per cent. premium, buyers.
 Chinese Imperial Loan of 1884 C—5 per cent. premium, buyers.
 Chinese Imperial Loan of 1886 E—11 per cent. premium.
 Hongkong Rope Manufacturing Company, Limited—\$118 per share, buyers.
 The Hongkong Steam Laundry Co., Ltd.—\$25 per share, nominal.
 Punjoni and Sunghie Dun Samantan Mining Co.—\$61 per share, sellers.
 The Rumbold Mining Co., Ltd.—\$175 per share, sellers.
 The Balmoral Gold Mining Co., Limited—\$123 per share, sellers.
 Hongkong and Kowloon Wharf and Godown Company—\$70 per share, buyers.
 Tongqua Coal Mining Co.—\$200 per share, sellers.
 The Hongkong High-Level Tramway Co., Limited—\$105 per share, buyers.
 The East Borneo Planting Co., Limited—\$10 per share, sellers.
 H. G. Brown & Co., Ltd.—\$50 per share, buyers.
 The Seng Kee Koyah Planting Co., Ltd.—\$23 per share, buyers.
 Cruickshank & Co., Ltd.—\$40 per share, nominal.
 The Steam Laundry Co., Limited—nominal.
 The Austin Arms Hotel and Building Co., Ltd.—50 per cent. dis. sellers (fully paid up).
 The China Borneo Co., Ltd.—\$14 per share, sellers.
 The Darvel Bay Trading Co., Ltd.—\$8 per share, nominal.
 The Hongkong Brick and Cement Co., Ltd.—\$18 per share, sellers.
 The Greer Island Cement Co.—\$31 per share, buyers.
 The Hongkong Land Investment Co., Ltd.—\$94 per share, sellers.
 The Hongkong Electric Light Co., Ltd.—\$6 per share, sellers.
 Geo. Fenwick & Co., Limited—\$22 per share, sellers.
 The West Point Buildings Co., Ltd.—\$32 per share, sellers.
 The Peak Hotel and Trading Co., Ltd.—\$5 per share, sellers.
 The Labuk Planting Co., Ltd.—\$13 per share, buyers.
 The Lamag Planting Co., Ltd.—\$15 per share, sellers.
 The Jelabu Mining and Trading Co., Ltd.—\$43 per share, sellers.
 The Selama Tin Mining Co., Ltd.—\$31 per share, sellers.
 The Shamien Hotel Co., Ltd.—\$5 per share, nominal.
 The Kowloon Land Investment Co., Ltd.—\$17 per share, sellers.
 The Trust and Loan Co. of China and Japan—\$161 per share, sellers.
 The Hongkong Marine, Limited—par, nominal.

ON LONDON.—Bank, T. T. 38 1/2
 Bank Bills, on demand 39 1/2
 Bank Bills, at 4 months' sight 39 1/2
 Credits at 4 months' sight 39 1/2
 Documentary Bills, at 4 months' sight 39 1/2

ON PARIS.—Bank, T. T. 47 1/2
 Credits, at 4 months' sight 48 1/2
 ON INDIA, T. T. 220
 ON DEMAND 220 1/2

ON SHANGHAI.—Bank, T. T. 72 1/2
 Private, 30 days' sight 73

MAILS EXPECTED.
 THE ENGLISH MAIL.
 The P. & O. S. N. Co.'s steamer *Ganges*, with the next outward English mail, left Singapore at 5.30 a.m. on the 27th instant, and may be expected here on or about the 1st proximo.
 THE AUSTRALIAN MAIL.
 The E. & A. S. S. Co.'s steamer *Catrinus*, left Port Darwin on the 23rd instant, and may be expected here on or about the 1st proximo.
 THE INDIAN MAIL.
 The Indo-China S. N. Co.'s steamer *Kulang*, from Calcutta, left Singapore on the 22nd instant, and is expected here on the 29th.

STEAMERS EXPECTED.
 The Ocean Steamship Co.'s steamer *Stentor*, from Liverpool, left Singapore on the morning of the 24th instant, and is due here on the 30th.
 The P. & O. S. N. Co.'s extra steamer *Canton*, from Bombay, left Singapore on the 25th instant at 11 a.m., and is expected here on the 31st.
 The "Glen" line steamer *Glenfruin*, from London, left Singapore on the 26th instant, and is due here on the 2nd proximo.
 The P. & O. S. N. Co.'s extra steamer *Nizam*, left Bombay on the 21st instant at 2 p.m., and is expected here on the 8th proximo.

Shipping.
ARRIVALS.
 TAICHEONG, German steamer, 328, P. Duhme, 26th August.—Newchwang 20th August, Stearns—Meyer & Co.

ORIENTAL, British steamer, 1,279, Barr, 26th Aug.
 Shanghai 20th August, and Amoy 25th, General.—Butterfield & Swire.
ESCORP, American bark, 63, Lyle, 27th Aug.
 Rajah 7th August, Timber.—Chinese.
SAGHALIN, French steamer, 2,086, Homery,
 26th August.—Marselles 27th July, Singapore 20th August, and Saigon 24th, Mails and General.—Messageries Maritimes.
FREYR, Danish steamer, 397, C. A. Lund, 27th Aug.
 Pakhoi 24th August, and Hoihow 26th, General.—Arnhold, Karberg & Co.
AMOV, German steamer, 814, Th. Lehmann,
 27th Aug.—Whampoa 27th August, General.—Slomson & Co.
BATAVIA, British steamer, 2,553, Williamson,
 27th August.—Vancouver, via Yokohama, Kobe, and Nagasaki, 16th August, General.—Adamson, Bell & Co.

CLEARANCES AT THE HARBOUR OFFICE.
Alvinia, German steamer, for Hoihow, &c.
Fookiang, British steamer, for Swatow, &c.
Hainan, British steamer, for Swatow, &c.
Orizeta, British steamer, for Singapore, &c.
Pemplot, German steamer, for Singapore, &c.

DEPARTURES.
 August 26, *Glenfruin*, British str., for Manila.
 August 27, *Kwanglee*, Chinese steamer, for Whampoa.
 August 27, *Myone*, British str., for Shanghai, &c.
 August 27, *Actia*, Danish str., for Hoihow, &c.
 August 27, *Haitan*, British steamer, for Swatow, &c.
 August 27, *Tai-chow*, British str., for Bangkok.
 August 27, *Tai-yuan*, British str., for Sydney, &c.
 August 27, *Pemplot*, German steamer, for Singapore, &c.
 August 27, *Dutrois*, German steamer, for Singapore.
 August 27, *Pemplot*, German steamer, for Singapore, &c.
 August 27, *Fookiang*, British steamer, for Swatow, &c.

PASSENGERS—ARRIVED.
 Per *Saghalin*, str., from Colombo for Hongkong.—Mr. and Mrs. Roslowoff. From Singapore.—Mrs. Heng, Mrs. Meng, Messrs. V. Gans, T. Lamb, 2 Japanese, and 5 Chinese. From Saigon.—Sisters Marie Olier, James Placide, and 205 Chinese. From Marselles for Shanghai.—Mr. Cassigneul, and Mr. Keun's servant. From Singapore.—Mr. and Mrs. Listerman and a child, and Mr. Brinkworth. From Marselles for Yokohama.—Messrs. Tsutaki and Seryna. From Singapore.—Mr. and Mrs. Seryna, Messrs. John Quick, Hanson, and Van Hemer.
 Per *Escorp*, bark, from Rajah.—6 Chinese.
 Per *Orizeta*, str., from Shanghai, &c.—Mrs. Hansen and 3 children, and 3 Chinese.
 Per *Freyr*, str., from Pakhoi, &c.—Mr. Brennen, and 85 Chinese.
 Per *Batavia*, str., from Vancouver, &c.—Mr. and Mrs. S. L. Gracey, Miss Gracey, Mrs. A. H. Gracey, Miss Gracey, Miss Gracey, S. F. Gracey, H. M. Gracey, W. F. Gracey, F. S. Bourne, D. C. Worcester, and 66 Chinese.
DEPARTED.
 Per *Tianan*, str., for Port Darwin, &c.—10 Europeans and 4 Chinese.
 Per *Ningbo*, str., for Shanghai.—10 Chinese.
 Per *Formosa*, str., from Swatow, &c.—1 European and 50 Chinese.
 Per *Actia*, str., for Hoihow.—25 Chinese.
 Per *Tai-chow*, str., for Bangkok.—3 Europeans and 15 Chinese.
 Per *Tai-yuan*, str., for Sydney.—1 European.
 Per *Fookiang*, str., for Swatow, &c.—45 Chinese.
 Per *Haitan*, str., for Swatow, &c.—2 Europeans and 200 Chinese.
 Per *Pemplot*, str., for Singapore, &c.—175 Chinese.

TO DEPART.
 Per *Alvinia*, str., for Hoihow.—80 Chinese.
 Per *Orizeta*, str., for Singapore, &c.—4 Europeans and 30 Chinese.

REPORTS.
 The American bark *Escorp* reports that she left Rajah on the 7th instant. Had light variable winds and strong easterly current throughout the passage.
 The British steamship *Batavia* reports that she left Vancouver, via Yokohama, Kobe, and Nagasaki on the 16th instant. Experienced fine weather throughout the voyage.

Post Office.
 A MAIL WILL CLOSE
 For Straits and London.—Per *Orizeta* tomorrow, the 28th instant, at 10.30 A.M.
 For Yokohama and Kobe.—Per *Bellona* tomorrow, the 28th instant, at 10.30 A.M.
 For Europe, &c., Australia, Madras, Calcutta, and Mauritius.—Per *Diamant* tomorrow, the 28th instant, at 11.00 A.M.
 For Amoy and Manila.—Per *Diamant* tomorrow, the 28th instant, at 3.30 P.M.
 For Hoihow and Pakhoi.—Per *Freyr* tomorrow, the 28th instant, at 5.00 P.M.
 For Kobe and Yokohama.—Per *Almoner* on Friday, the 29th instant, at 11.30 A.M.
 For Sandakan and Kudat.—Per *Mammon* on Friday, the 29th instant, at 3.30 P.M.
 For Saigon.—Per *Alvinia* on Saturday, the 30th instant, at 5.00 P.M.
 For Europe, &c., India, via Bombay.—Per *Pekin* on Thursday, the 4th September, at 11.00 A.M.
 For Yokohama, Honolulu, & San Francisco.—Per *China* on Thursday, the 4th Sept., at 9.30 P.M.
 For Singapore.—Per *Lydia* on Thursday, the 4th Sept., at 3.30 P.M.
 For Nagasaki, Kobe, and Yokohama.—Per *Vergo* on Thursday, the 4th Sept., at 5.00 P.M.
 For Straits and Bombay.—Per *Sormida* on Friday, the 5th Sept., at 11.30 A.M.
 For Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney, and Melbourne.—Per *Catrinus*, on Saturday, the 6th Sept., at 3.30 P.M.

SHIPPING IN HONGKONG.
STEAMERS.
AFROHAN, British steamer, 1,439, Thos. Golding, 19th Aug.—Karatsu (Japan) 14th August, Coal and General.—Adamson, Bell & Co.
ALTONOWER, British steamer, 1,611, Barnet, 26th August.—London 5th July, via Penang, and Singapore 19th August, General.—Cassell & Co.
ALWING, German steamer, 400, A. Bendixen, 21st August.—Pakhoi 18th August, and Hoihow 20th, General.—Wider & Co.
ASHINGTON, German steamer, 809, C. Zindel, 23rd Aug.—Bangkok 17th Aug., Rice and General.—Slomson & Co.
BELLONA, German steamer, 2,032, C. Haebe, 24th August.—Hamburg, and Singapore 18th August, General.—Slomson & Co.
BOROMIA, Italian steamer, 1,490, C. Garzanti, 26th August.—Bombay 3th August, and Singapore 20th, General.—Calderini & Co.
CHANG CHOW, British steamer, 1,213, F. Webb, 24th August.—Amoy 22nd August, Ballast.—Bun Hin Chan.
CHANG HOCK KIAN, British steamer, 956, John S. W. Grenfell, 20th August.—Singapore, and Hoihow 19th August, General.—Bun Hin.

HONGKONG—STEAMERS.
Continued.
CHINA, American str., 5,200, W. B. Seabury, 24th August.—San Francisco 31st July, Victoria 3rd August, and Yokohama 19th, Mails and General.—P. M. S. S. Co.
CHOW-CHOW-FOO, German steamer, 796, F. Clausen, 25th August.—Hoihow 19th August, General.—Melchers & Co.
CHOWWA, British steamer, 1,057, F. W. Phillips, 19th Aug.—Bangkok 13th August, General.—Yuen Fat Hong.
CHOYANG, British steamer, 1,194, W. E. Savon, 22nd August.—Bangkok, and Koh-si-chang 16th August, Rice.—Jardine, Matheson & Co.
CLARA, German steamer, 674, Christensen, 24th August.—Halphong 22nd August, Mails and General.—Slomson & Co.
DIAMANT, British steamer, 514, G. A. Taylor, 24th August.—Manila 21st August, General.—Russell & Co.
DJEMAH, French steamer, 1,054, Bonafey, 26th August.—Shanghai 23rd August, Mails and General.—Messageries Maritimes.
DORIS, German steamer, 771, F. Raben, 25th August.—Hoihow 20th August, General.—Wider & Co.
EDENDALE, British steamer, 1,566, R. Humphrey, 21st August.—Kutchinot 16th August, Coal.—Mitsui Bussan Kaisha.
FAME, British steamer, 117, W. W. Allan.—Hongkong Government tender.
GENERAL WERDER, German steamer, 1,820, M. Eichel, 26th Aug.—Yokohama 17th Aug., Kobe 20th, and Nagasaki 22nd, Mails and General.—Melchers & Co.
HAIPHONG, French steamer, 945, Feraud, 26th August.—Haiphong 24th August, General.—Messageries Maritimes.
HIGHFIELD, British steamer, 1,665, W. P. Casson, 1st August.—Moulmain 18th July, Rice.—Order.
MARIE, German steamer, 704, C. A. Hundewadt, 23rd August.—Saigon 19th Aug., Rice.—A. R. Marty.
MEMNON, British steamer, 830, A. Dorff, 26th August.—Sandakan 21st August, Timber.—Butterfield & Swire.
MICHAEL JENSEN, German steamer, 710, T. C. Mathieson, 25th August.—Wladivostok 14th August, and Nagasaki 18th, Timber.—Wider & Co.
MOUNT HEBRON, British steamer, 1,668, Elliott, 10th August.—Haiphong 12th August, Ballast.—Adamson, Bell & Co.
PAKSIAN, British steamer, 835, J. Jenkins, 26th August.—Bangkok 20th August, Rice and Timber.—Hop King Hong.
PILOT FISH, British steamer, 161, A. Stopas.—Hongkong and Whampoa Dock Co.
SIAM, British steamer, 992, John M. Tulloch, 24th August.—Saigon 20th August, General.—Chan Sang Hong.
TAINANG, British steamer, 1,150, W. H. Jackson, 23rd August.—Whampoa 23rd August, General.—Jardine, Matheson & Co.
TETARTOS, German steamer, 1,346, J. Wersen, 25th Aug.—Bangkok 19th August, Rice.—Slomson & Co.
TRUCKER, British steamer, 1,803, J. Riley, 25th August.—Singapore 20th August, General.—Butterfield & Swire.
THALES, British steamer, 820, W. Y. Hunter, 26th Aug.—Taiwanfuo 25th August, Amoy 2nd, and Swatow 25th, General.—D. Lawick & Co.
TRITOS, German steamer, 1,365, L. Iversen, 25th August.—Bangkok 19th August, Rice.—Slomson & Co.

SAILING VESSELS.
ANNIE STAFFORD, British bark, 1,297, Chas. S. Robinson, 20th July.—New York and March, Petroleum.—Arnhold, Karberg & Co.
ASVRIA, British bark, 1,148, W. Leary, 26th August.—Shanghai 13th July, Ballast.—Melchers & Co.
ENKORING, Chinese bark, 457, Opium Examination hulk, Stonecutters' Island.—Chinese Customs.
GALVESTON, German bark, 619, Jacobsen, 19th August.—Amoy 2nd August, Ballast.—Order.
GEORGE SKOLFIELD, American ship, 1,276, A. S. Dunning, 17th July.—New York 7th Feb., Kerosene Oil.—Russell & Co.
J. D. FISCHOFF, German ship, 1,808, H. Meyer, 7th August.—Cardiff 3rd April, Coals.—Order.
LANCERFIELD, British bark, 994, Burns, 7th August.—New York 7th March, Kerosene Oil.—Order.
MADON, British bark, 362, James Cammies, 11th August.—Shanghai 7th July, Sandalwood.—Jardine, Matheson & Co.
RICHARD PARSONS, American bark, 1,116, Geo. Freeman, 12th June.—New York 19th Feb., Kerosene Oil.—Russell & Co.
SARA MERKEDS, Peruvian schooner, 245, A. Munzinger, 4th July.—Saigon 27th June, Rice.—Captain.
WM. LE LACHEUR, British bark, 575, E. Warner, 19th June.—Laguianoc 9th June, Wood.—Wider & Co.

Intimations.
NOTICE.
JY'S SANITARY COMPOUNDS COMPANY, LIMITED.
JY'S WOOD PRESERVER OR ANTISEPTIC PAINT.
 THE Undersigned have this day been appointed SOLE AGENTS for the sale of these PERFECT DISINFECTANTS, and are prepared to supply quantities to suit purchasers, at Wholesale Prices, Extra Special terms for Shipping and Large Orders.
 Sir ROBERT RAWLINSON, C.B., C.E., Chief Sanitary Engineer, Local Government Board, London, says
 "It is the best Disinfectant in use."
 W. G. HUMPHREYS & Co., Bank Buildings.
 Hongkong, 10th June, 1888.

SCOTT'S EMULSION
OF PURE COD LIVER OIL
 With Hypophosphites of Lime & Soda
PALATABLE AS MILK.
 The only preparation of COD LIVER OIL that can be taken readily and tolerated for a long time.
 AS A REMEDY FOR CONSUMPTION, BRONCHITIS, RHEUMATISM, GRAVEL, ANEMIA, GENERAL DEBILITY, POOR BLOOD, AND ALL AFFECTIONS OF THE LUNGS AND NERVOUS SYSTEM.
 Prescribed and endorsed by the best Physicians.
SOLD BY ALL CHEMISTS.
 Agents for China and Hongkong: Messrs. A. S. WATSON & Co. (Limited).
 Hongkong, 10th December, 1884.

Intimations.
Dr. Knorr's ANTIPYRINE.
 (Dose for Adults 15 to 35 grains troy.)
 IS the most approved and most efficacious remedy in cases of HEADACHE, MIGRAINE, NEURALGIA, RHEUMATISM, FEVER, TYPHUS, ERYSIPELAS, HOOPING-COUGH, and many other complaints. It is also the very best Antiseptic. Highly recommended by the medical Faculty. To be had from every reputed Chemist and Druggist. Ask for Dr. KNORR'S ANTIPYRINE! Each Tin bears the inventor's signature, "Dr. KNORR" in red letters.
 Supplies constantly on hand at the China Export, Import, and Bank Co.—Sole Agents for China. Beware of spurious imitations!
 Hongkong 20th May, 1888.

A. G. GORDON & CO., LIMITED.
ENGINEERS, LAUNCH BUILDERS, GENERAL AND GOVERNMENT CONTRACTORS, IRONMONGERS, COMMISSION AGENTS, VALUATORS, IRON AND TIMBER MERCHANTS.
WORKS:
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 9, PRAYA CENTRAL.
STEAM LAUNCH COMPANY, LIMITED.
 Hongkong, 1st May, 1890.

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